MONTANA
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COMMUNITY DEVELOPMENT DIVISION
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December 24, 2008

Carlotta Grandstaff, Chair
Ravalli County Commission
215 S 4th St Ste A
Hamilton, MT 59840

Dear Commissioner Grandstaff:

Attached is the completed report describing how your application and project was scored by the Department of Commerce in the Treasure State Endowment Program (TSEP) grant competition. It is included in the report that the Department will be providing to the 2009 Legislature. Also attached is the final technical review report completed by our staff engineers. It provides greater detail concerning the scoring of Statutory Priorities #1 and #3. The complete report that will be submitted to the Legislature can be viewed on the TSEP web site by going to: http://comdev.mt.gov/CDD_TSEP_Prj.asp.

The Legislature's Long-Range Planning Subcommittee (LRP) is a joint House/Senate committee that initially reviews House Bill 11 (the bill that appropriates funds for the TSEP projects). Because of the large number of projects seeking funding, the LRP is doing something different this year. Instead of scheduling a hearing for each project, the LRP decided to hold a public hearing for only those projects that are below the funding line and for the few immediately above the line. This will give those applicants an opportunity to state their case for why they believe their application was not scored properly, or simply to state why their project should be funded.

The majority of the projects above the funding line were not scheduled for a hearing. The committee will be briefed on each of these projects during the committee's initial orientation that I will provide. However, those applicants or any other person wanting to comment on the project will be given the opportunity to address the committee, if they so desire, at the end of Tuesday's and Thursday's scheduled hearings. Only 30 minutes will be available each of these two days, so any testimony regarding projects recommended for funding should be kept brief.

Attached is the hearing schedule, which has also been coordinated with the Department of Natural Resources and Conservation's Renewable Resource Grant and Loan Program (RRGL). If your project was below the funding line for both TSEP and RRGL, this will be a combined hearing. The hearings will begin on Tuesday, January 13th, at 10:15 a.m., in Room 350 of the Capitol, and are also scheduled for Thursday

and Friday. Please note the date and the time of your project's hearing on the schedule. If you do not want to incur the cost of travel to attend the hearing or driving conditions may not be safe, you are welcome to send us written testimony that we will provide to the committee. However, if you are scheduled for a hearing and do not plan to attend, please let us know as soon as possible so we can advise the committee and not have them delaying the hearings unnecessarily.

With the exception of the projects at the very beginning in the morning, you should plan to arrive 30 minutes before the scheduled time of the hearing, since the hearing for your project could be moved up if other projects do not take as long as planned. As with any legislative hearing, the schedule is subject to unpredictable change.

Only ten minutes is allocated per project/hearing. The allotted time includes a very brief introduction by TSEP and RRGL staff, testimony from applicants, and questions from the LRP members. You need to keep your testimony brief, to the point, and not repetitious. If you plan to have more than one or two people testifying, please limit the amount of testimony from each person, and again, do not be repetitive.

The LRP will not make a decision until they take executive action, which will take place after all of the TSEP and RRGL project hearings have been completed. After the LRP takes executive action on HB 11, the bill will go to the House Appropriations Committee for a hearing. Testimony at that hearing is typically for the bill as a whole, rather than for individual projects. While you are not prohibited from testifying at that hearing, we encourage you to limit your testimony to the individual project hearings.

If you are interested in following HB 11, you can track the bill yourself on the Internet by going to: http://laws.leg.mt.gov/laws09/law0203w$.startup. If you have any questions, please call me at 841-2785, or you can email me at jedgcomb@mt.gov.

Sincerely,

Jim Edgcomb, Manager
Treasure State Endowment Program

Attachments: Two Project Reports
Hearings Schedule

C: Jonathan Gass, Project Engineer, WGM Group, Inc
David Ohnstad, County Road Supervisor, Ravalli County

ENGINEERING REVIEW REPORT FORM - BRIDGES

APPLICANT NAME: Ravalli County

TYPE OF PROJECT: Bridge Replacement

COMMENTS PREPARED BY: Richard Knatterud, P.E., MDOC

DATE: November 2008

TSEP Statutory Priority #1 – Projects that solve urgent and serious public health or safety problems, or that enable local governments to meet state and federal health or safety standards.

a. Does a serious deficiency exist in the bridge system and will the deficiencies be corrected by the proposed project?

The Sweathouse Creek crossing consists of four corrugated steel pipe arches that were installed in the early 1970s to replace a timber bridge that washed out. Inspection data, based on National Bridge Inventory format, for the Sweathouse Creek crossing is as follows:

Sufficiency Rating: 33.8
Structure Rating: 2
Element Condition Ratings -
Bridge Deck: NA
Superstructure: NA
Substructure: NA

Deficiencies at the Sweathouse Creek crossing include deteriorated pipe inverts and headwall, pipe settlement, erosion of backfill, poor channel alignment, history of overtopping road, and limited load carrying capacity. A structural analysis indicates the existing pipes have an inventory rating of eight tons; the bridge is posted as such.

Other deficiencies include a lack of guardrail at the existing crossing and a poor channel alignment. The channel alignment causes debris to build up at the inlet of the existing structure, which can cause a backwater condition.

Proposed Solution - the proposed project would replace the Sweathouse Creek crossing with a precast concrete tri-deck superstructure on a concrete grade beam.

b. Is the entire county, or a substantial percentage of the residents of the county seriously affected by the deficiency, as opposed to a small percentage of the residents?

The Sweathouse Creek crossing is located about one mile west of Victor. This 36' long structure crosses Sweathouse Creek on Pleasant View Drive. It consists of four parallel, corrugated steel pipe arches, installed in the early 1970s. The crossing

serves about 150 vehicles per day, including residential and business users as well as rock quarry and ranching operations. The bridge is posted for an eight ton load limit. Closure of the crossing would result in a three mile detour. The PER indicated that the detour route includes some steep terrain which is not always useable for emergency service providers due to ice and snow. It appeared, based on maps in the PER, that the Sweathouse Creek Road is at about a 5% grade.

The applicant's engineer responded as follows: While everything stated for this section by the reviewer is correct, we would like to point out some further information to help clarify the steep terrain along the detour route. While the reviewer is correct in stating the grade along Sweathouse Creek Road appears to be approximately 5% according to the USGS Topo map included in Appendix B, please note that the detour also includes portions of Fifth Avenue, Chief Victor Camp Road, and Pleasant View Drive. The steep terrain along the detour route referred to as "Sand Hill" in Section II.C.3. on page 18 of the PER is located approximately 2,800 feet north of the Sweathouse Creek Crossing on Pleasant View Drive, not along the east/west portion of Sweathouse Creek Road. As shown on the USGS Topo map included in Appendix B, this hill rises approximately 40 feet in less than 200 feet, creating a grade of approximately 20%. It is this steep terrain that makes the detour unusable for emergency service providers due to ice and snow. This steep terrain along the detour would also present a hardship for landowners and businesses in the area, as referenced in their correspondence in Appendix D.

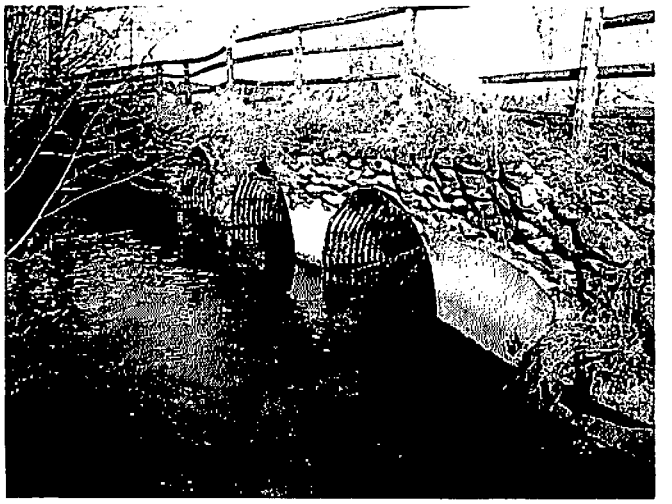
The PER indicated that Pleasant View Drive is an integral part of the Ravalli County Road Network. The Sweathouse Creek crossing affects many landowners in the Victor area of Ravalli County and is in an area that is growing rapidly. The bridge offers access to over 100 residents and several businesses, including Robin Hood's cattle ranch business, Lifeline Farm Dairy, Sweet Sage Guest House, and Sweathouse Creek Rock Quarry. The ranching, dairy and quarry operations are most affected by the deficiencies in the crossing because of the large, heavy loads such as hay, cattle and milk that must be hauled across the structure. Due to the weight limit imposed on the existing structure, these operations are limited.

The PER indicated that local residents recall numerous times that Sweathouse Creek has overtopped Arrowhead Lane. Overtopping typically occurs in conjunction with spring runoff. However, the last occurrence of overtopping was in November of 2006 during rain and snowmelt. (Arrowhead Lane intersects with Pleasant View Drive immediately north of the Sweathouse Creek crossing).

c. Is there any other pertinent information that might influence the scoring of this statutory priority?

Letters of support from emergency responders and affected businesses were included in the application.

Due to the width of the four pipes, the crossing is designated as bridge length according to NBI standards; however, MDT has not been providing inspections for this structure. The bridge inspection was performed by Franklin Muth, P.E. A resume, documenting Mr. Muth's bridge inspection training was provided in the PER.



SUMMARY – STATUTORY PRIORITY #1

The Sweathouse Creek Crossing is scored at a Level 5 based on a sufficiency rating less than or equal to 50% (33%) and a structure rating of 2 or less (2).

The TSEP scoring criteria for this bridge would indicate a level 5 score. The score was not reduced due to any concerns with low volume usage or minimal detour distances.

TSEP Statutory Priority #3 – Projects that incorporate appropriate, cost-effective technical design and that provide thorough, long-term solutions to community public facility needs.

a. Does the PER provide all the information as required by the TSEP PER outline, and did the analysis address the entire system in order to identify all potential deficiencies?

The PER followed the outline required by TSEP.

b. Does the proposed project completely resolve all of the deficiencies identified in the PER? If not, does the proposed project represent a complete component of a long-term master plan for the facility or system, and what deficiencies will remain upon completion of the proposed project?

The deficiencies with this crossing will be resolved by replacing it with a new bridge. The project will enable the existing load limit to be removed, improve the stream alignment through the bridge, and alleviate overtopping of Arrowhead Lane.

The county bridge system was evaluated through an update to the Ravalli County Bridge Inventory. This inventory includes information about road classifications, sufficiency ratings, maintenance efforts, and bridge deficiencies. The Ravalli County Road and Bridge Department's seven-year capital improvement plan was utilized in this rating process to keep current bridge inventory goals in line with Road and Bridge Department capital improvement plans.

As part of the long-term bridge improvement plans, the County will continue to address less critical bridge projects with local funds. The proposed project addresses

the County's goal of improving the public safety of Pleasant View Drive and provides a long term solution to one component of the overall bridge system.

c. Are the deficiencies to be addressed through the proposed project the deficiencies identified with the most serious public health or safety problems? If not, explain why the deficiencies to be addressed through the proposed project were selected over those identified with greater public health or safety problems.

The deficiencies to the Sweathouse Creek crossing are among those with the most serious health and safety problems in the County's bridge system.

In the 2007 Ravalli County bridge inventory update, 20 bridges were identified as priorities. Of these 20, the County already has plans to address concerns on ten of them. Six of these are structurally sound but require guardrails or other mitigation. The other four are already proposed for replacement in the near future utilizing County or MDT funding. Of the remaining 10 bridges, five were identified as being appropriate for 2009 TSEP funding. Of these five, the Sweathouse Creek crossing at Pleasant View Drive ranked the highest in terms of public health and safety, environmental, functional obsolescence, and structural deficiency. Of the five, the Sweathouse Creek crossing had the lowest sufficiency rating, the lowest load limit, and a history of overtopping and flooding adjacent land.

d. Were all reasonable alternatives thoroughly considered, and does the technical design proposed for the alternative chosen represent an efficient, appropriate, and cost-effective option for resolving the local public facility need, considering the size and resources of the community, the complexity of the problems addressed, and the cost of the project?

Reasonable alternatives were thoroughly considered. The technical design proposed for the alternative chosen represents an efficient, appropriate, and cost-effective option.

The Alternatives Screening section for the bridge included: no action, rehabilitation, closure of road, replacement with multiple pipes, replacement with a large span culvert, and replacement with a single-span bridge. It also includes substructure alternatives for single-span bridges.

Four superstructure and two substructure alternatives were examined in the Alternative Analysis section of the PER for this bridge. They included steel beam with concrete deck, steel beam with corrugated steel deck, precast concrete tri-deck, and precast concrete rib deck for the superstructure and precast concrete grade beam and concrete spread footing for the substructure.

Steel piling as a substructure alternative was eliminated in screening process because soils at the project site are anticipated to be gravels suitable for foundations. Based on other PERs that TSEP has reviewed, steel piling has generally been competitive on a cost basis with spread footings.

The applicant's engineer responded, in part, as follows: The reviewer expressed some concern about the elimination of steel piling as a substructure alternative for this project. As we did not dismiss this substructure alternative based on cost, it is difficult to clarify the

reviewer's concern without presenting new information. Based on recent projects, we have seen a significant increase in steel cost. While we did not specifically dismiss steel piling based on cost, it is our opinion that if soil conditions do not warrant a driven pile foundation, spread footings are more economical, which is why the spread footing alternative was chosen for further evaluation. Please note in Section III.C.2 that "a detailed geotechnical investigation will be performed as part of the final design to determine the appropriate substructure for this location."

The PER noted that grade beams are appropriate on lower volume roads in soils conditions that are not susceptible to frost heave. The TSEP reviewer notes a potential concern with grade beams regarding the potential for excessive settlement, especially if the beam is set on existing roadway fill embankment and the original compaction efforts were not properly performed.

The applicant's engineer responded, in part, as follows: The reviewer also expressed "potential concern with grade beams regarding the potential for excessive settlement, especially if the beam is set on existing roadway fill embankment and the original compaction efforts were not property performed." We would like to point out some information to alleviate this concern.

Because the proposed bridge is likely to be moved approximately 20 feet south of the existing structure, the grade beams will not simply be placed on existing roadway fill embankment. Rather the grade beam will be placed on a new, compacted base. This possible relocation is discussed in the PER in Section II.C.5 on page 19, again in Section IV.A on page 27 and finally in Section V.B on page 42.

Also, please note the existing structure was installed in the early 1970s, as indicated in Section II.B.1 on page 5 of the PER. This indicates that Pleasant View Drive has been in place for a long period of time, allowing any settlement in the base material to occur.

Finally, the schematic layout of the preferred alternative in Appendix L also identifies the grade beams to be set on compacted material. It further shows the grade beams will be set approximately 2.5 feet above the stream bottom. With modern compaction techniques and density tests, settlement will be insignificant for a single-span structure. Also in Appendix L, please refer to the cost estimate for the preferred alternative. The cost estimate includes "Final Engineering & Construction Services." Construction services to be performed by the engineer include construction material testing, such as testing the density of compacted material.

e. Does the technical design proposed thoroughly address the deficiencies selected to be resolved and provide a reasonably complete, cost-effective and long-term solution?

The technical design addresses the deficiencies and provides a reasonably complete, cost-effective and long-term solution.

A preliminary hydraulic evaluation was completed for the bridge site. A more detailed evaluation will be completed at the final design stage.

Ravalli County uses AASHTO bridge design standards. The PER indicated that the County has allowed some design exceptions through a design exception policy. An example would be perched abutments for bridges located in an area of appropriate soils, rather than require the use of spread footings or driven piles. It wasn't stated if a formal design exception would be required for the grade beam alternative that was selected for the substructure.

The applicant's engineer responded, in part, as follows: In section II.C.1 on page 17 of the PER, we discuss the design standards for Ravalli County. While we did not specifically state that a design exception will be required for the use of grade beams, this step is implied. Since Ravalli County utilizes AASHTO standards and AASHTO does not address grade beams, it is implied that the design exception policy would be needed in this case. All Ravalli County guidelines and policies will be followed for this project.

f. Are all projected costs and the proposed implementation schedule reasonable and well supported? Are there any apparent technical problems that were not adequately addressed that could delay or prevent the proposed project from being carried out or which could add significantly to projects costs?

The project costs appeared reasonable and well supported. Construction cost increases between today's dollar and the time of construction were included as an anticipated cost.

The majority of the work will be contracted out. The Ravalli County Road and Bridge Department will perform the work associated with removing the existing structure, and grading and paving the approach roads. The TSEP grant requested is $137,193.50.

The implementation schedule appeared to be reasonable. Construction is scheduled for fall of 2009.

g. Have the potential environmental problems been adequately assessed? Are there any apparent environmental problems that were not adequately addressed that could delay or present the proposed project from being carried out or which could add significantly to project costs?

An environmental checklist, signed by an engineer, was included in the PER. Letters were sent to the appropriate agencies. Responses were received from the Montana Fish Wildlife & Parks, Ravalli County Floodplain Administrator, Montana Historical Society and the Montana Natural Heritage Program. The DEQ database was accessed for location of nearby underground storage tank facilities.

The applicant also included information from the Natural Resource Conservation Service (NRCS), Missoula County GIS, the Ravalli County Road and Bridge Department, local businesses, and public and emergency service providers in the area. Construction will occur during low water flow and will avoid spawning season.

Land acquisition will not be required because the existing right-of-way will be sufficient to accommodate the proposed bridge. A temporary construction easement for staging during construction may be requested; the PER indicated that the

adjacent landowners have expressed their strong support for this project. As such, the County anticipates that they can readily obtain the needed land. No detour bridge will be necessary.

There is an existing irrigation ditch near the south end of the bridge that will require coordination between the contractor and the ditch company to assure water use from the ditch is not adversely affected. As noted in the PER, relocation of the head gate will be required.

The center of the existing bridge will be shifted about 20 feet to the south to improve channel alignment through the bridge. There was minimal discussion found in the PER regarding concerns, if any, from regulatory agencies about the channel re-alignment.

The applicant's engineer responded, in part, as follows: In Section IV.A on page 27 of the PER, the proposed shift is discussed, concluding that "These details will be determined at the time of final design based on a full field survey, complete hydraulic analysis and agency comments."

h. Is there any other pertinent information that might influence the scoring of this statutory priority?

A Ravalli County bridge Inventory was included in Appendix F of the PER. There was a column entitled "Ravalli County Rating". It wasn't clear what this rating meant.

The applicant's engineer responded, in part, as follows: We would like to clarify the "Ravalli County Rating" column included with the Ravalli County bridge inventory included in Appendix F. Please refer to Section II.B.2.a on page 6 of the PER. The fourth paragraph discusses the rating system utilized by the Ravalli County Road and Bridge Department. Specifically, we state "Each bridge was initially rated according to criteria established by the Ravalli County Road and Bridge Department. Ratings were given in the following categories: structurally deficient, functionally obsolete, safety concerns identified, and environmental concerns." These criteria were applied to each bridge to come up with the bridge ranking, which is in the form of a number. This Ravalli County rating system was only used to identify the 20 most critical bridges in the county, as shown in the table in Section II.B.2.a on page 7 of the PER.

To further clarify the process, please note that in the same section of the PER, we state that these are "the 20 bridges to evaluate further to determine the county's top priorities." Based on this further evaluation, the five bridges identified on page 8 of the PER were obtained. "Final evaluations and site visits for these five bridges..." were then completed. In Section II.B.2.b you'll notice the inspection of the selected structure "followed all NBIS standards." This entire ranking system, from early Ravalli County ranking criteria down to NBIS standards, proved to be an effective method for ultimately selecting the highest priority structure.

SUMMARY – STATUTORY #3

The MDOC scoring team determined that a level four score is appropriate for this project.

Project No. 2
Ravalli County – Bridge System Improvements

This application received 4,100 points out of a possible 4,900 points and ranked 2nd out of 65 applications in the recommendations to the 2009 Legislature. **MDOC recommends the requested TSEP grant of $137,193 if there are sufficient funds.**

Funding Source	Type of Funds	Amount	Status of Funds
TSEP	Grant	$137,193	Awaiting decision of the Legislature
County	Cash	$106,209	Committed by resolution
County	In-kind	$ 30,984	Committed by resolution
Project Total		**$274,386**	

Median Household Income:	$31,992	Total Population:	30,070
Percent Non-TSEP Matching Funds:	50%	Number of Households:	14,289

Project Summary

History – Ravalli County has identified one bridge that is in critical condition and in need of replacement. The Sweathouse Creek Crossing is located approximately one mile west of Victor. This 36-foot long structure crosses Warm Spring Creek on Pleasant View Drive. It consists of four parallel, corrugated steel pipe arches, installed in the early 1970s. The crossing serves approximately 150 vehicles per day, including residential and business users as well as rock quarry and ranching operations. The bridge is posted for an eight-ton load limit, and serves as a mail and school bus route. Closure of the bridge would result in a three-mile detour.

Problem – The bridge has the following deficiencies:
- deteriorated pipe inverts and headwall,
- pipe settlement,
- erosion of backfill,
- poor channel alignment,
- history of overtopping road, and
- limited load carrying capacity.

Proposed Solution – The proposed project would replace the bridge with a precast concrete tri-deck superstructure founded on a grade beam, utilizing county crews.

Statutory Priority #1: Solves urgent and serious public health or safety problems, or enables local governments to meet state or federal health or safety standards.
The applicant was scored at a level 5 and received 1,000 points out of a possible 1,000 points.

Conclusion: The applicant sufficiently demonstrated that serious public safety problems associated with the deficiencies in the bridge system have occurred or are imminent.

Rationale: The MDOC review team noted that the Sweathouse Creek Crossing had a sufficiency rating of 33%. The structure rating was a two. There were no element condition ratings applicable to this structure. TSEP scoring levels for this priority indicate a level five score. The score was not reduced due to any concerns with low volume usage or minimal detour distances related to the structure.

Statutory Priority #2: Reflects greater financial need.
The applicant received 540 points out of a possible 900 points.

The score for Statutory Priority #2 is based on a weighted analysis of two financial indicators with a total of 900 points possible. The scores for each of the two indicators are added together, with a total number

of points possible for Statutory Priority #2 based on five levels. The fifth level is assigned to the group of applicants that reflect the greatest financial need.

Indicator #1. Household Economic Condition Analysis: The applicant placed in the 3rd level and received 216 points. (This analysis accounts for 40% of the score for Statutory Priority #2. Each of the three sub-indicators are ranked and scored, with each accounting for 33% of the total score for Indicator #1. Being ranked the lowest indicates the most severe household economic conditions and is assigned the highest score. Being ranked 65th indicates that the applicant has the least severe household economic conditions and is assigned the lowest score. The scores for each sub-indicator are added together, with the total number of points possible for Indicator #1 based on five levels. The fifth highest level is assigned to the group of applicants with the most severe household economic conditions.)

- **The applicant's Median Household Income (MHI) is the 40th lowest of the 65 applicants.**
- The percent of persons living at or below the *Low and Moderate-Income* (LMI) level is 39.1%. **The applicant's relative concentration of persons living at or below the LMI level is the 45th highest of the 65 applications.**
- The percent of persons living at or below the *Poverty* level is 13.8%. **The applicant's relative concentration of persons living at or below the *Poverty* level is the 26th highest of 65 applications.**

Indicator #2. Financial Analysis: The applicant placed in the 3rd level and received 324 points. (This analysis accounts for 60% of the score for statutory priority #2. The number of points possible for Indicator #2 is based on five levels. The fifth highest level is assigned to the group of applicants that appear to have the greatest financial need based upon the revenues available to the county that could be used to maintain their bridges and the number of bridges that the county is responsible for maintaining.)

(Note: The financial analysis for bridge applications is unique to bridge applications only. MDOC staff conducted the analysis and assigned a score, which was then manually inserted into the computerized financial assessment in place of the target rate analysis score generated for the other types of projects.)

The number of bridges under 20 feet that the county is responsible for maintaining.	60
The number of bridges over 20 feet that the county is responsible for maintaining.	43
Total available funds per county maintained bridge.	$28,749

Statutory Priority #3: Incorporates appropriate, cost-effective technical design and provides thorough, long-term solutions to community public facility needs.
The applicant was scored at a level 4 and received 800 points out of a possible 800 points.

Conclusion: The applicant strongly demonstrated that it has proposed an appropriate, cost-effective technical design that will provide a thorough, long-term solution to its public facility needs. The preliminary engineering report (PER) is generally complete and there were no issues, or only minor issues, that were not adequately addressed. It does not appear that the issues would raise serious questions regarding the appropriateness of the solution selected by the applicant.

Rationale: The MDOC review team thought that the PER was reasonably complete. The applicant adequately assessed the potential environmental impacts. Any environmental concerns that were identified by the applicant were adequately addressed and no long-term adverse effects were noted.

Statutory Priority #4: Reflects substantial past efforts to ensure sound, effective long-term planning and management of public facilities and attempts to resolve the infrastructure problem with local resources.
The applicant was scored at a level 4 and received 560 points out of a possible 700 points.

Conclusion: The applicant strongly demonstrated that it has made substantial past efforts to ensure sound, effective long-term planning and management of public facilities, and attempted to resolve its infrastructure problems with local resources. The MDOC review team did not score this priority higher

primarily because the applicant did not meet the requirement related to having a comprehensive capital improvements plan (CIP) for at least four years that is updated annually.

Rationale: The applicant stated that the county is currently levying the maximum number of mills allowed by state law. The county does assess new developments for their use of county roads. These assessments are placed in a capital reserve account to be utilized for capital improvement projects, including bridge replacements. While the dollar amount of this source of revenue is not consistent, past growth trends in the county have provided a funding source for improvements. In the absence of this capital improvement account, department budgets would be adjusted as necessary to adequately provide monies for improvements, repair and maintenance.

The applicant stated that maintenance repairs have been made by the county, including concrete patching of the inlet headwall and adding riprap to the road embankment to prevent erosion. In addition, maintenance to remove drift and debris at the crossing has prevented the overtopping of Arrowhead Lane on many occasions.

The applicant stated the deficiencies of the Sweathouse Creek Crossing are not the result of inadequate maintenance. The structure is approximately 35 years old and is nearing the end of its service life. The deterioration of the pipe inverts has been accelerated due to the abrasive bed load of Sweathouse Creek. The deterioration of the headwalls is due to the marginal construction method of building the headwalls with burlap bags filled with sand and cement. The MDOC review team concluded that the county's operation and maintenance practices appear to be reasonably adequate.

The applicant stated that in 2002, the county adopted a growth policy, which has undergone several updates in 2003, 2004 and 2006. The applicant stated the county has also established a CIP for roads and bridges, although the application did not state when this plan was first adopted. The applicant stated this plan would be updated every year.

The applicant stated the bridge inventory confirmed priorities for bridges in the county. Of the 20 bridges identified as priorities, six of them are structurally sound but require guardrails or other mitigation. Four are already proposed for replacement in the near future utilizing county or Montana Department of Transportation funding. Of the remaining 10 bridges, five were identified as being appropriate for TSEP funding. Of these five, the Sweathouse Creek Crossing ranked the highest in terms of public health and safety, environmental, functional obsolescence, and structural deficiency.

Statutory Priority #5: Obtains funds from other sources.
The applicant was scored at a level 5 and received 600 points out of a possible 600 points.

Conclusion: The applicant conclusively demonstrated that the project would enable the local government to obtain funds from sources other than TSEP. The applicant demonstrated serious efforts to thoroughly seek out, analyze, and secure the firm commitment of alternative or additional funds from all appropriate sources to assist in financing the proposed project. The funding package for the proposed project is reasonable and appears to be viable. There are no major obstacles known at this time that would hinder the applicant from obtaining the funds from the proposed funding sources. In addition, the applicant adequately documented that receiving TSEP funds is critical to receiving the funds from other sources and keeping the project moving forward.

Rationale: The applicant has proposed a funding package consisting of a TSEP grant in combination with local funds and in-kind services. The county is levying the maximum amount of bridge mills allowed by state law. The county does assess new developments for their use of county roads. These assessments are placed in a capital reserve account to be utilized for capital improvement projects, including bridge replacements. The applicant thoroughly discussed numerous other funding sources, but it was the opinion of the county that, aside from TSEP, there are typically no other viable sources of funding available outside the county's bridge budget.

The applicant stated that if a TSEP grant is not obtained, monies currently allocated to other priority projects in the county would be reallocated to assure the replacement of this structure in 2009. Because there is only one bridge involved in the proposed project and other funding is not available, the MDOC review team considers the TSEP grant to be a critical component of the funding package.

The proposed funding package appears viable to the MDOC review team.

Statutory Priority #6: Provides long-term, full-time job opportunities for Montanans, or provides public facilities necessary for the expansion of a business that has a high potential for financial success, or maintains or that encourages expansion of the tax base.

The applicant was scored at a level 2 and received 200 points out of a possible 500 points.

Conclusion: The applicant sufficiently demonstrated that the proposed project represents a general infrastructure improvement that would indirectly increase business and job opportunities. The applicant did not reasonably demonstrate how any specific businesses were dependent upon the proposed improvements or how businesses would directly benefit by them. The applicant did not reasonably demonstrate that the proposed project would directly result in the creation or retention of any long-term, full-time jobs other than those related to the construction or operation of the bridge system. The proposed improvements should maintain and possibly increase the taxable valuation of the project area.

Rationale: The applicant stated that the replacement of this bridge would assist in retaining current long-term jobs. However, the applicant did not identify any specific business that would expand as a result of the proposed project, or any new jobs that would be created.

The applicant stated that the Sweathouse Creek Crossing on Pleasant View Drive is classified as a major local access road. It is currently used by more than 100 residential households and businesses including a cattle ranch, a diary farm, a rock quarry, and a guesthouse. The bridge, while not a sole access, serves as a key link in the area transportation and is on a mail and school bus route. It is also utilized by emergency service responders, septic service, and propane delivery services, and is also used for hay and grain delivery.

Statutory Priority #7: High local priority and strong community support.

The applicant was scored at a level 5 and received 400 points out of a possible 400 points.

Conclusion: The applicant conclusively demonstrated that the proposed project is a high priority and has strong community support. The applicant documented that it held at least one public hearing or meeting, and sufficiently informed the public about the proposed project in a timely manner, its estimated cost and the impact per household. In addition, the applicant provided documentation to show that the project is clearly a high local priority and strongly supported by the public.

Rationale: A public hearing was held at the county commissioner's meeting on March 17, 2008, to discuss the proposed project. The minutes from the hearing show the proposed project was discussed very briefly. The minutes do not indicate the number of residents who attended the hearing and it does not appear there was any public discussion regarding the proposed project. An informational letter was sent to local area residents and businesses informing them of the proposed project, and advising of a public meeting to be held on April 9. The meeting was also advertised in the *Victor News,* the local newsletter. A public meeting was held in Victor on April 9, 2008, at 7:00 p.m. at Farmers State Bank to discuss the proposed project. The sign-in sheet indicates four residents attended the meeting, along with local officials. There were no objections expressed at the hearings or in writing. Minutes from the March meeting, a flyer type notice of the April meeting, and a newspaper article from the *Ravalli Republic* discussing the proposed project, were included with the application.

There were 12 letters of support that were included with the application: four from area residents, two businesses, the county sheriff, the county planner, two fire departments, the road and bridge department, and State Representative Gary Malaren. There were also notes from 10 phone calls made by area residents to support the project.

The proposed project is listed as a high priority in the CIP.

TREASURE STATE ENDOWMENT PROGRAM
2009 LEGISLATIVE HEARING SCHEDULE

Hearing Time	Applicant/Project Type	TSEP Rank	Page Number	Funding Request	Recommended Funding
January 13, 2009					
8:00	**Jim Edgcomb** **Treasure State Endowment Program Overview**				
BREAK					
10:15	**Choteau, City of** Wastewater Improvements	32	187	$500,000	$500,000
10:25	**Carter Choteau Co. W&S District** Water Improvements	34	197	$750,000	$750,000
10:35	**Upper & Lower River Rd W&S District** Water and Wastewater Improvements	36	208	$500,000	$500,000
10:45	**Missoula County (for Seeley Lake)** Wastewater Improvements	29 tie	168	$750,000	$0
	Seeley Lake Sewer District Wastewater Improvements	29 tie	175	$750,000	$0
10:55	**Hardin, City of** Wastewater Improvements	35	202	$500,000	$500,000
11:05	**Gildford Co. W&S District** Wastewater Improvements	37	213	$538,000	$538,000
11:15	**Big Sandy, Town of** Wastewater Improvements	38 tie	218	$500,000	$500,000
11:25	**Open time for testimony**				
January 15, 2009					
8:00	**Dutton, Town of** Wastewater Improvements	40	229	$500,000	$500,000
8:10	**Blaine County** Bridge Improvements	41	234	$384,160	$384,160
8:20	**Loma County W&S District** Water Improvements	42	239	$750,000	$750,000
8:30	**Kevin, Town of** Water Improvements	44	249	$500,000	$500,000
8:40	**Flathead County for Bigfork** Storm Water	45	255	$625,000	$625,000
8:50	**Woods Bay Homesites W&S District** Wastewater Improvements	46	260	$730,000	$730,000
9:00	**Whitefish, City of** Wastewater Improvements	48	271	$500,000	$500,000
9:10	**Sheaver's Creek W&S District** Wastewater Improvements	52	292	$600,000	$600,000
9:20	**Yellowstone County** Bridge Improvements	53	298	$228,753	$228,753
9:30	**Flathead Co. Water District #8 (Happy Valley)** Water Improvements	57	318	$500,000	$500,000
9:40	**Bynum/Teton Co. W&S District** Water Improvements	58	322	$567,000	$567,000
9:50	**Bozeman, City of** Wastewater Improvements	59	327	$750,000	$750,000
BREAK					
10:15	**Pam Smith** **Renewable Resource Grant and Loan Program - Introductions**				
10:25	**Greater Woods Bay Sewer District** Wastewater Improvements	62	342	$732,000	$488,000
10:35	**Em-Kayan Co. W&S District** Water Improvements	63	348	$290,619	$0
10:45	**Granite County** Solid Waste and Wastewater Improvements	28	164	$197,000	$0
10:55	**Valier, Town of** Water Improvements	33	192	$625,000	$625,000
11:05	**Ronan, City of** Water Improvements	38 tie	224	$750,000	$750,000
11:15	**Harlowton, Town of** Water Improvements	43	245	$500,000	$500,000
11:25	**Open time for testimony**				
January 16, 2009					
8:00	**Pam Smith** **Renewable Resource Grant and Loan Program - Overview**				
9:00	**Shelby, City of** Wastewater Improvements	47	266	$750,000	$625,000

TREASURE STATE ENDOWMENT PROGRAM
2009 LEGISLATIVE HEARING SCHEDULE

Hearing Time	Applicant/Project Type	TSEP Rank	Page Number	Funding Request	Recommended Funding
9:10	**Eureka, Town of** Water Improvements	49 tie	276	$625,000	$625,000
9:20	**Troy, City of** Water Improvements	49 tie	282	$750,000	$715,000
9:30	**Fallon Co. North Baker W&S District** Wastewater Improvements	51	287	$500,000	$120,000
9:40	**Gore Hill Co. Water District** Water Improvements	54	303	$250,300	$250,300
9:50	**South Chester County Water District** Water Improvements	55	308	$131,000	$0
BREAK					
10:15	**Livingston, City of** Solid Waste Improvements	56	313	$500,000	$500,000
10:25	**Fort Smith W&S District** Water Improvements	60	332	$500,000	$500,000
10:35	**Jette Meadows W&S District** Water Improvements	61	337	$750,000	$750,000
10:45	**Stevensville, Town of** Water Improvements	64	353	$750,000	$0
10:55	**Bridger Pines Co. W&S District** Wastewater Improvements	65	359	$750,000	$0